

TAFT MAKES FIFTEEN
SPEECHES IN JERSEYSecond Day of Battle for Delegates Sees Even
Greater Activity on Part of Roose-
velt, and La Follette Also.

DENUNCIATION FOR THIRD TERM

Increased Cordiality for President—Meeting Places in Some
Cases Too Small—"Stuff and Nonsense!" Colonel's
Rejoinder to Some of His Criticism.

With President Taft rivalling Colonel Roosevelt for strenuous campaigning, and Senator La Follette, too, as hard at work as possible, the battle for New Jersey's Republican Presidential convention delegates was continued yesterday from early in the morning until late at night.

The President traversed middle Jersey, arousing greater and greater cordiality wherever he went, while Colonel Roosevelt stumped the southern part of the state and Senator La Follette visited coast towns principally.

Mr. Taft told his hearers in the cities that it would be unwise to give Mr. Roosevelt a third term, and he discussed Canadian reciprocity in the country districts, where farmers predominated in his audiences, telling them he believed it would have been a good thing and he could not change his views on that subject, or any other, "just to gain votes, as Mr. Roosevelt has done."

Mr. Roosevelt's second day in New Jersey was a repetition of the first. He was greeted by big crowds everywhere in the six counties and three Congress districts he visited.

"Stuff and nonsense," was his reply to the President's assertion that the recall of judicial decisions might lead to the repeal of the Thirteenth, Fourteenth and Fifteenth amendments and the disfranchisement of the negro.

In his speeches at Newark, Asbury Park and Long Branch Senator La Follette placed the blame for the present development of illegal trusts on the shoulders of Colonel Roosevelt.

After his talk at Asbury Park the Wisconsin Senator was asked by a local preacher if he favored prohibition. He answered "No," and made the clergyman promise to put the same question to Mr. Taft and Colonel Roosevelt.

President Taft placed fifteen speeches to his credit yesterday in his campaign to carry the Presidential preference primaries in New Jersey. It was a day's work worthy of his strenuous opponent, Colonel Roosevelt. It began at Flemington in the early morning, took him up into Warren County and across Somerset by railroad train and a fifty-mile automobile jaunt, which ended at Elizabeth, in Union County. Thence he crossed into Hudson, where he meted the day's work late at night with meetings at Weehawken, West Hoboken and Jersey City.

There was a more cordial note in the greetings to the President yesterday than anything he met in his first day's stumping in the state across the river. Particularly was this noticeable at Elizabeth, where he had one of the largest meetings of his expedition, and easily the most demonstrative. It cheered him so frequently as to interrupt his speech and hissed the first mention of Colonel Roosevelt's name, though the hisses weren't very violent.

The President feels perfectly confident, he will carry the primaries. He said so to a group of guests at a luncheon given for him at the home of ex-Senator Frelinghuysen, in Somerville. But if he doesn't win a majority of New Jersey delegates, he assured the guests, it would make no difference, as he was absolutely certain of enough from other states now to give him the nomination.

"Yes, that's true, Mr. President, unless they use money and get some of your delegates away from you," spoke up one of the company.

The President made no answer.

Pokes Fun at Roosevelt.

In his speeches President Taft poked a lot of quiet fun at Colonel Roosevelt for his methods of campaigning and his political views. He did not attempt to minimize the importance of Rooseveltism in this campaign, though. That he treated with great seriousness.

"I think it would be especially unwise to give Mr. Roosevelt a third term," said he, "a man made up as he is, with his capacity for arousing the elements that are disturbing in a community and preaching the doctrine of discontent, with his powerful personality and his unsound constitutional views and his impatience of legal restraint."

The President left Trenton yesterday at 8 a. m. His train ran up the east bank of the Delaware, past Washington's Crossing, to Flemington, in Hunterdon County. There was a great throng gathered at the station to meet him. From the splendid farm country around the people had travelled in all kinds of conveyances, from farm wagons to automobiles. There were even some girls on horseback—just to indicate that Colonel Roosevelt hadn't all the rough riders with him. One of the stars of the occasion was a blue-overalled, bewhiskered farmer who struggled with a huge flag that threatened at times to carry him off his feet. He said he had devoted the morning to feeling the President, and all his neighbors had taken the day off to do the same thing.

"Why shouldn't we all come in here to look at him?" he queried. "There ain't been a President through here since Washington crossed the Delaware."

Presents Issues of Campaign.

In this early meeting the President made a presentation of the issues of the campaign from which he varied but little throughout the day.

"I hate to drag you from your homes on a beautiful morning," he said, "to discuss politics with you. I'd rather talk about the crops, but I don't know much about them. It's not usual for a President to go around on the stump this way. I don't like it. I wouldn't be here if it weren't for the course taken by Theodore Roosevelt. I'm here to tell you about my administration and to ask you,

(By Telegraph to The Tribune.)

Trenton, N. J., May 24.—From Burlington to Atlantic City and back to Camden and Trenton, New Jersey supporters gave Theodore Roosevelt a remarkable demonstration to-day. More than eight thousand packed the "Million Dollar Pier" at Atlantic City to hear him speak at noon, and fully ten thousand filled the 3d Regiment armory in Camden early in the evening. Trenton gave him an equally enthusiastic reception an hour later.

Everywhere the colonel went the streets were lined for blocks. Along country roads, where his automobile raised the dust, the houses were decorated with flags and Roosevelt photographs were in the windows. It was the same in the cities as in the towns. At every stop the candidate thanked the people for their welcome and briefly expressed the faith he holds in the ultimate supremacy of popular rule.

At Camden on Thursday that the recall of judicial decisions might lead to the repeal by the legislatures of the 13th, 14th and 15th amendments and the disfranchisement of the negro.

Colonel Roosevelt called it "stuff and nonsense."

"You might as well speak of recalling the vote by which the thirteen original states adopted the Constitution," he said. The President does not believe it, and no one else does. It is too absurd to feed to political infants."

Three-day's tour covered six counties and three Congress districts, comprising a population pretty close to a million. Beginning at Burlington County, in the 2d District, it extended through Atlantic, Cumberland, Gloucester, Mercer and Camden, the last named being in the 1st District.

Claim Two or Three to One.

The Roosevelt leaders are claiming majorities from two or three to one in the entire southern part of the state. They point out that there is a surprising wave of insurgency in the face of the apparently strong regular organization. In the 2d District two of the uninstructed delegates will, they say, vote according to the preferential result. Among the farmers of Burlington and Atlantic counties the colonel declared for a tariff that will protect them and cause the profits that a rightly theirs to reach their pockets and not stop in those of the man between the farmer and the consumer. A federal board of supervision is what is wanted, he said.

In the glassmakers' cities of Millville, Bridgeton and Glassboro, in Cumberland County, he talked about political and industrial justice. He praised the Jerseyites for their hatred of boss rule, and told them that he despised the "crooked bosses." At Camden, where he was accompanied by ex-Governors Fort and Stokes, he shook his campaign hat at the throng and reminded them that there wasn't a "boss in sight."

Later on he brought up his familiar reference to "President Taft's alleged remarks about government of the people, for the people and by a representative part of the people."

"In practice," shouted the colonel to his laughing audience, "that would mean government by the representative part of the people whom you saw on this platform last night."

The 3d Regiment Armory was filled so full that Camden's "cops" couldn't squeeze another boy through the doors. The galleries were filled with women and children and the men stood on the main floor, making an audience of 12,000. Colonel Roosevelt, waving his campaign hat, stood on a table on the platform. He had just begun to speak when a photographic bomb exploded with a bang.

"Missed!" shrieked the colonel. "They won't hit you next Tuesday, either!" shouted the crowd.

PRESIDENT TAFT DRIVING HOME HIS APPEAL IN NEW JERSEY.



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DUAL SUBWAY PLAN
AT LAST APPROVEDBoard of Estimate Sanctions Mc-
Aneny Report by Vote of 13
to 3 at Exciting Session.

MITCHEL PASSES THE LIE

Denies Borough President's As-
sertion That He Agreed Orig-
inally to Preferential—Seth
Low an Advocate.

"I am gratified that the matter has been settled once more. I believe that we are now in a fair way to have the whole affair clinched by contracts and adjusted once for all."

—T. S. WILLIAMS,
President, Brooklyn Rapid Transit.

"Naturally I am greatly gratified."

—GEORGE McANENY,
Borough President.

"I am very much pleased at the result of yesterday's conference and the reversal of the attitude of the board of last July, which has made possible the dual system."

"This reversal is most satisfactory, since the action indicates that the board by a large majority will stand by the contracts which have been in process of preparation for six weeks. I thoroughly believe in the dual system, and am confident that it will be a means of great saving to the city."

—WILLIAM R. WILLCOX,
Chairman of the Public Service Commission.

As had been expected, the Board of Estimate voted yesterday to approve the dual subway proposition with the route and financial terms as submitted by Borough President McAneny, chairman of the special conference committee, which had worked them out with the Public Service Commission.

The three votes of President Mitchell of the Board of Aldermen were the only ones cast against the adoption of the plan. Of the thirteen votes in favor, the three of Controller Prendergast, who is ill at his home, were cast by Deputy Controller Mathewson, and the one of the Borough President of Queens was cast by Commissioner O'Leary of the Department of Public Works, in the absence from the city of Mr. Connolly.

The vote was not taken until after prolonged discussion, the meeting lasting from shortly after 10:30 o'clock until after 1 o'clock. In the course of this discussion Mr. Mitchell shook his finger at Mr. McAneny and declared he had made a statement that was false in every particular. Mr. Mitchell put ex-Mayor Seth Low, who made an argument from the floor in favor of the proposition, through a severe cross-examination. He was unable, however, to shake the conviction of Mr. Low that the city would be more than compensated for whatever money it would have to spend.

The report of President McAneny was passed upon favorably in a set of resolutions informing the Public Service Commission that if it should prepare and execute contracts with the Interborough Rapid Transit Company and the Brooklyn Rapid Transit Company among the lines set down in the report, such contracts would have the approval of the Board of Estimate. The action of the board last July in awarding all the lines to the Brooklyn Rapid Transit Company was rescinded.

Minor Hitches Probable.

All that remains now is the preparation of the contracts, although it is expected that when it comes to working

Continued on second page, sixth column.

Harrie Quimby Took
Kate Carew on a
Mental Tour of the Air

The woman aviator who added to her fame by a trip across the English Channel the other day, told her interviewer many things of extreme interest about her navigation of the atmosphere. Read this article in

To-morrow's
Sunday Tribune

TEUTONIC REPORTS BERGS

Large Ones, Dangerous to Navigation, in Atlantic Lanes.

London, May 24.—A wireless dispatch received to-night at Mallin Head, Ireland, from the White Star Line steamer Teutonic, bound from Montreal for Liverpool, reports that the vessel passed numerous icebergs on both sides of her track across the Atlantic.

She reports especially large ones, dangerous to navigation, between latitude 48.16 north and longitude 49.34 west, and latitude 48.40 north and longitude 48.19 west.

LAWSON'S BOOKS IN FLOOD

Boston Financier Loses Many Rare Tomes.

Boston, May 24.—A deluge of water which poured from a break in a water pipe in the rooms used by Thomas W. Lawson as offices in Young's Hotel caused a damage of \$15,000 to some very rare manuscripts and numerous fine bindings this morning. The room was flooded, as the water came from the pipe for a number of hours before it was discovered.

The books in this collection have been gathered together by Mr. Lawson for the number of years. Some of them are extremely valuable and the bindings are exceptionally fine. Mr. Lawson estimated his loss at \$15,000, and said that the books were insured against fire only.

DOG BITES 3 CHILDREN

Police, Soldiers and Citizens
Hunt and Shoot at It in Vain.

An English bulldog made its appearance at 5 o'clock yesterday afternoon at 88th street and Third avenue, Brooklyn, and had the Fort Hamilton section of the city in an uproar for three hours. After the animal had bitten three children and raged up one street and down another for miles, pursued by police reserves and soldiers, it disappeared in the direction of Bath Beach.

The first victim was George Brown, seven years old, of No. 8313 Third avenue. The dog was being pursued down the avenue by a crowd of boys, men and policemen and encountered the boy on the sidewalk, bit him on the left leg and ran on, snarling and frothing at the mouth.

An hour later the dog was found in 95th street. Patrolmen Sullivan, Furche, Tryford and Bohmke, in charge of the patrol, of the Fort Hamilton station, took after it, followed by soldiers and citizens. The dog started off again at a fast run. Harold Herje, a three-year-old boy, got in its way and was written in the calf of the left leg.

The crowd again lost track of the animal, but an hour later learned that Julia Flannagan, two years old, had been bitten as the dog ran through 94th street. The chase was again taken up and continued until the crowd drove the dog out on the Dyker Meadows, where soldiers and police emptied revolvers and guns at it in vain.

Angostura Bitters, the celebrated tonic for your comfort in the Spring.—Adv.

CUPID TOOK A PART
IN RED CROSS WORK

Brought Together Wealthy Bra-
zilian Delegate and Photo-
grapher's Assistant.

FIRST ARROW STRUCK MARK

Dr. Botelho Won Miss Kaucher
in a Few Hours, and Mar-
riage in Brussels Will
Follow Soon.

[From The Tribune Bureau.]

Washington, May 24.—The second act of a romance which had its inception in the recent conference of the International Red Cross in the national capital and which resulted in a sudden proposal after a single day's acquaintance, will be presented to-morrow, when Miss Emille Kaucher, twenty-eight years old, more than ordinarily handsome and of fine presence, and Dr. J. A. De Oliveira Botelho, a wealthy Brazilian and well known physician, will sail from New York for Brussels, where they will be married.

Miss Kaucher, who was employed in a photographic establishment here, first met the wealthy Brazilian when he called to have his picture taken. He had come to the United States to attend the Red Cross convention. It was a case of love at first sight, and although Dr. Botelho knew only a few words of English and Miss Kaucher's knowledge of French was limited, on the first evening of their meeting the physician proposed to her.

Dr. Botelho was persistent, assuring the young woman he would not leave the city without taking her with him. Miss Kaucher finally accepted, and the couple, accompanied by the mother of the bride-to-be, Mrs. Crescentia M. Kaucher, left this morning for New York.

The party of three will sail on the Olympic to-morrow for Cherbourg, France. They will go at once to Brussels, where the marriage will occur, and where they will remain about a month, after which the bride and bridegroom will go on their wedding trip.

The mother of the bride will visit her home in Austria, and later the three will meet in Paris, and go direct to Rio de Janeiro, the home of the physician. Mrs. Kaucher will remain in Brazil with her daughter for a year or two.

Dr. Botelho has large clinics in Brussels and in Rio de Janeiro, and he will establish one in Paris on his present trip. Theodore Kaucher, father of the future bride, is a police sergeant in Washington, and has been a member of the force for thirty-two years. Dr. Botelho is about forty-two years old.

NEBRASKA AGROUND AND OFF

Battleship Was Stuck Several Hours on
Mississippi Bar.

New Orleans, May 24.—The battleship Nebraska, after being stuck for several hours to-night on a mud bank on the outer bar of Southwest Pass, at the mouth of the Mississippi River, got clear at 10:20 to-night, without assistance, and passed out into the Gulf.

The vessel was reported uninjured.

BIG JERSEY PLANT IN RUINS

Million Had Been Spent on Place by
Didier-March Company.

Perth Amboy, N. J., May 24.—The plant of the Didier-March Company, in the village of Welser, just outside of Perth Amboy, in Woodbridge Township, was destroyed by fire to-night. The company, a German corporation, bought the plant from Adam Webb, of New York, three years ago, and has since spent something like a million dollars on it.

The company made gas retorts and chemical vessels of all sorts. It employed seven hundred men. An exploding kiln is believed to have caused the fire. The entire plant was reduced to ruins.

COAL BARONS HINT
AT FURTHER RISEThat Little 25 Cent Jump in the Price of
Anthracite Only an Experimental Twist
on the Screws of Monopoly.

PROFITS FROM FREIGHT EARNINGS

Big Dividends on Anthracite Roads Due Almost Entirely
to High Rates on Household Necessity—Gov-
ernment Figures Show Extortion.

Coal merchants received yesterday formal notice that, beginning June 1, the anthracite operators would charge them 25 cents more a ton for domestic sizes. The Tribune has shown that in addition to paying for the 5 1/4 per cent increase in wages to the miners recently agreed upon this advance in price will add \$6,000,000 a year to the already tremendous profits of the anthracite operators, making them something like \$47,000,000 annually.

And yet the statement was made yesterday in behalf of the operators that the public was "being let off easy" with an increase of only 25 cents a ton, and it was intimated that this increase was the precursor of a series of advances to allow the operators to increase the price of their product in proportion to the increase in price of other necessities.

The prices of anthracite are agreed upon in advance. The Tribune has pointed out, by the members of an invincible combination of eight railroads, which own or buy outright 85 per cent of all the anthracite marketed. These eight railroads not only reap practically all the profits of the operators, indicated above, but by exorbitant freight rates on anthracite between the coal fields and tidewater they annually make a second "killing." In 1909, for example, the Delaware, Lackawanna & Western Railroad, which carries a greater proportion of anthracite to general merchandise than any of its seven partners, paid a dividend of 85 per cent.

It is the officers of these roads who want the public to understand that it should feel thankful at not having to put up with a greater advance in the price of the necessity of life which they have cornered.

NO HEIR FOR \$100,000

Fortune Left by Woman Who
Killed Herself in New York.

[By Telegraph to The Tribune.]

San Francisco, May 24.—Letters of administration have been granted to the public administrator by Judge Graham on the estate of Mrs. Blanche Mabury Carson, who committed suicide on March 20 by hanging herself from a window in the Hotel Astor, New York, a few days after being arrested for attempting to smuggle jewelry.

Mrs. Carson left a will, dated October 23, 1904, in which she left her estate, valued at \$100,000, to Mrs. Josephine Mabury, her mother. Mrs. Mabury died after the will was written.

It was brought out in the government's suit against the anthracite trust that in the fiscal year ended June 30, 1903, anthracite constituted 33 per cent of the total freight tonnage of the Philadelphia & Reading Railway, which is owned by the Reading Company, and contributed 41 per cent of its gross receipts from freight and 34 per cent of its gross receipts from freight and passengers. Its net earnings in that year were more than \$16,000,000, over 81 per cent of its capital stock, and its surplus on June 30, 1903, was \$10,162,068. Although this railroad continued to pay annual dividends of 25 and 30 per cent, its surplus two years later had increased to \$11,572,906.

The government discovered that in the same fiscal year anthracite constituted 33 per cent of the total freight tonnage of the Central Railroad of New Jersey and contributed 52 per cent of its gross receipts from freight and 40 per cent of its gross receipts from freight and passengers. Its net earnings in that year were \$10,000,000, or 37 per cent of its capital stock, and its surplus on June 30, 1903, was \$10,583,306. This company was then paying its stockholders dividends of 8 per cent a year. In 1910 it paid a dividend of 12 per cent, yet in June, 1910, its surplus had increased to \$12,536,345.

BOND CLERK ARRESTED

Jersey Man Confesses Loss in
Speculation, Police Say.

Charles Schlager, for eight years a clerk in charge of the trust department of the New Jersey Title Guarantee and Trust Company, of Jersey City, was arrested yesterday, charged with embezzling \$25,000 of bonds and \$767 in addition. He admitted taking the bonds, and said he had been playing the markets in Manhattan and putting up the securities as collateral with a New York broker. Schlager is fifty years old, married, a member of one of the oldest German families of Jersey City and respected and well liked.

For some time authorities of the bank have suspected something was wrong. A client owning some of the bonds involved called for them. They were missing. Shortly afterward Schlager was put under surveillance. He was at his desk yesterday when Detective Sergeant Van Horne arrested him on a warrant issued on complaint of Daniel E. Everett, secretary and treasurer of the company.

Schlager was taken to the City Hall police station, and soon afterward made a confession. He did not give the name of the broker, but the police believe that they will learn it to-day, and the bank will recover the securities. Schlager was later released in \$20,000 bail.

BREAKS AMERICAN RECORD

Aviator Stays in Air 4 Hours 23
Minutes; Descends in Storm.

Nassau Boulevard, Long Island, May 24 (Special).—Paul Peck broke the American endurance record here this afternoon in a Columbia biplane by staying in the air continuously 4 hours 23 minutes 15 seconds, the former record being 4 hours 17 minutes, made by Howard Gill, of Baltimore, in a Wright biplane in a Western flight.

Peck has been getting in shape for this trial for some time, and had it not been for the storm which broke over this section at 7:20 would have remained in the air much longer.

As it was, the crowd of watchers, who were keeping a record of his flight, grew very nervous when darkness began to settle and there was still no sign of him.

At 7:17 o'clock he was seen, a half mile up, but his exact position could not be ascertained, except by the occasional flashes of lightning, which showed that he was coming down as fast as he could. At that time the wind was blowing at the rate of thirty miles an hour, and it required the utmost skill to keep the biplane on an even keel. He plans a flight from Governor's Island to Washington.

PINCHOT YIELDS TO TAFT

Leaves Field to President to Succeed
Himself in Yale Corporation.

New Haven, May 24.—President Taft will succeed himself as elective member of the Yale Corporation. Gifford Pinchot, 38, was the only other alumnus who received the requisite twenty-five votes for the nomination, and he has withdrawn, leaving Mr. Taft the only candidate in the field.

The cost of transportation enters more directly, perhaps, into the cost of producing anthracite than it does into the production cost of any other commodity. It has been estimated that only 12 per cent of all the anthracite mined is consumed locally or at the mines. The rest must be shipped to the centres of population.

The consumer, in seeking to analyze his coal bill, must, therefore, figure in as profits of production the profits of the common carriers as such, apart from their profits as the owners of the mines. And the carrier-operators, in pleading greater cost of production as an offset for price advances, must justify their freight rates and dividends.

It was brought out in the government's suit against the anthracite trust that in the fiscal year ended June 30, 1903, anthracite constituted 33 per cent of the total freight tonnage of the Philadelphia & Reading Railway, which is owned by the Reading Company, and contributed 41 per cent of its gross receipts from freight and 34 per cent of its gross receipts from freight and passengers. Its net earnings in that year were more than \$16,000,000, over 81 per cent of its capital stock, and its surplus on June 30, 1903, was \$10,162,068. Although this railroad continued to pay annual dividends of 25 and 30 per cent, its surplus two years later had increased to \$11,572,906.

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The Lehigh Valley Railroad in the same fiscal year carried enough anthracite to constitute 47 per cent of its total freight tonnage, and contribute 50 per cent of its gross freight receipts and 43 per cent of its gross receipts from both freight and passengers. Its net earnings in that year were over \$13,000,000, 23 per cent of its capital stock.

Lackawanna Prize Exhibit.

The prize exhibit, however, is that of the Lackawanna. Anthracite traffic contributed in 1910 53 per cent of this road's gross receipts from freight and 41 per cent of its gross receipts from both freight and passengers. The year before it had paid a dividend of 85 per cent on its capital stock, and yet on December 31, 1910, its surplus was \$32,440,780. It regularly pays dividends of 20 per cent.

These are the four typical anthracite railroads. Anthracite, being carried in bulk in uniform trains of specially designed cars, loaded and unloaded largely by gravity, is economical to move as compared with general merchandise. Yet these railroads, with one exception, the government discovered, charged more per net ton mile to move anthracite than to move general merchandise.

The testimony in the government's suit showed that over the Philadelphia & Reading Railway the entire haul of anthracite from mines to vessel bottoms at Port Reading, in New York Harbor, or Port Richmond, on the Delaware, cost 60 cents. The rates at the time, and they haven't dropped since, were \$1.55 a ton to Port Reading and \$1.70 a ton to Port Richmond, that is, on prepared sizes.

"The exorbitancy of the tolls for transporting anthracite," said J. C. McReynolds and G. C. Todd, special assistants to the Attorney General, in their brief for the government, "is again brought out in strong relief by a comparison of the rates on that commodity from the mines to tidewater with the corresponding rates on the article of freight nearest like it in circumstances, bituminous coal. The rate of the defendant roads on prepared sizes of anthracite from the mines to the upper ports of New York, f. o. b. vessel, is